Flying of IA 167 without mandatory Checking

2366. SHRIMATl VEENA VERMA: SHRI KAPIL VERMA; KUMARI SUSHILA TIRIA: SHRI RAJUBHAI A. PARMAR:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that the Delhi-Goa>-Cochin-Trivandrum flight IA 167 was cleaicd at Indira Gandhi Airport on February 13, without the mandatory B certificate; if so, what are the reasons therefor;

(b) whether the flight on its landing in Goa, the ground engineer on duty refused to clea$_r$ the flight on the plea that he would not allow the rules to 'be violated;

(c) whether it is also a fact that engineer flew to Goa to issue the said certificate; and

(d) if so, whether any inquiry has been made and punishment given to those held responsible?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL); (a) The Indian Airlines flight IC-467 (and; not 1C-167) was released from Delhi after carrying out check in" spection schedule.

(b) After landing at Goa, the Station Engineer, on scrutiny, noticed that check B inspection validity had expired and, therefore, the aircraft was not allowed to fly on the next sector without Check B inspection.

(c) Yes, Sir.

(d) The matter is being investigated. The aircraft Maintenance Engineer has been asked to submit his AME License to the Director General Civil Aviation and not to exercise the privileges of his licence p:nding completion of the enquiry.

Reluctance of pilots to use ILS at Delhi Airport

2367. SHRIMATI VEENA VERMA: SHRI KAPIL VERMA; SHRI RAJUBHAI A. PARMAR; KUMARI SUSHILA TIRIA:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to refer to answer to Starred Question 108 given in the Rajya Sabha on the lst March, 1989 and state;

(a) when the instrumental landing systems were installed at Delhi Airport, at what cost and when were they declar ed operational; and

(b) what is the number of times when the pilots working with the Indian Air lines, Vayudoot or Air India have used them so far stating the reasons given by them for their reluctance to use them; if any?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATTL): (a) and (b) Instruments Landing System (ILS) was first installed at Delhi airport in mid 1950. This equipment was replaced in 1972 at a cost of Rs. 16.00 lakhs. The following works remain to be done before the ILS can be used as Category-II by the pilots:

(i) Mid-runway RVR(Runway Visual Range) to be provided by the Meteorological Department;

(ii) Pilots to he trained by the airlines to use Instrument Landing System Category-II; and

(iii) Functioning of the ground lighting system ensured to Category-II standard.

Pilots working with the Indian Airlines, Vayudoot or Air India have been using Instrument Landing System (ILS) regularly upto Category-I levelj

High Fare Charged by Air India from Gulf Bound Passengers

2368. SHRI ARANGIL SREEDHARAN:

SHRI DEBA PRASAD RAY. SHRl MURLIDHAR CHANDRAKANT BHANDARE;

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that Indian labourers and other passengers from Trivandrum to Gulf countries are charged by Air India for a circuitious route *via* Bombay even though the flights go direct to Gulf countries without touching Bom-bay;

(b) what is the additional amount of fare charged from passengers on this account;

(c) what is the total amount of such surcharge charged from the passengers flying between Trivandrum and Gulf coun, tries by Air India during the last three years- and

(d) what steps Government have taken to remove this huge difference in fare?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRl SHIVRAJ PATEL); (a) Air India charges the same fare from a passenger who travels on its fight between Trivandrum and Gulf irrespective of whether the flight is routed vio Bombay or goes direct to Gulf points.

(b) to (d) Do not arise.

Payment of Compensation for the Death of Indian Crew fo Ship Collision

2369. SHRI MUKHTIAR SINGH MALIK:

SHRI SUKOMAL SEN;

SHRI P. K. KUNJACHEN:

SHRI SUNIL BASU RAY:

SMT. KANAK MUKHERJEE:

SHRI E. BALANANDAN:

SHRI MOTURU HANUMANTHA RAO:

Will the Minister of SURFACE TRANSPORT fee pleased to state;

(a) whether Government's attention has been drawn to the newsitem which appeared in the Indian Express dated the 7th February, 1989 to the effect that families of four Indian crew, who were believed to have died when the ship,King Hong II collided with a Norwegian ship in waters of Sri Lanka in May last, have not received any compensation so far from their employer;

(b) if so, what are the reasons for non-payment of compensation; and

(c) whether any steps are being taken by Government for the payment of compensation to next of their kins; if not, what are the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRl RAJESH PILOT): (a) Yes, Sir.

(b) The Indian Company M/s. Blue Chrome Ltd., New Delhi, who are the charters of the KING HONG II have informed that certain documents which are essential in order to get the claim settled are yet to be furnished by the legal heirs of the deceased Indian crew.

(c) As accident occured between two foreign owned vessels, outside Indian waters, Government or DG(S) have no